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AMENDMENTS TO THE SPECIFICATION:

[5] One difficulty includes the preference for avoiding mounting arrangements that require locating apertures through the composite leaf spring. Penetration of the composite leaf spring severs the fibrous materials and correspondingly reduces the physical characteristics of the spring. Conversely, elimination or minimization of apertures further decreases the mounting versatility for particular vehicle designs as specific metal end sections are utilized ~~from-for~~ frame rail mounting. That is, each leaf spring must be specifically tailored to a specific vehicle which may decrease the versatility of each leaf spring.

[11] The shear damper further accommodates flexing of the leaf spring. As the leaf spring flexes, the shear damper moves in shear in a direction substantially parallel to the longitudinal length of the leaf spring. The shear damper in combination with sliding of the leaf spring through the mount accommodates this longitudinal ~~lengthen-movement~~ during flexing.

[38] Referring to Figure 3, an interior cavity 50 of the upper clamp plate 34 and an interior cavity 51 of the lower clamp plate 36 defines the position of the axle beam attachment system 30 along the mounting segment 48. The interior ~~cavities~~ cavity 50, 51 are each a generally U-shaped to correspond with the desired position along the mounting segment 48. The base of each interior cavities 50, 51 is angled relative to the interface between the plates 34, 36. That is, each interior cavity 50, 51 includes a tapered width and angled surface which corresponds to the leaf spring 22 width and depth for a predetermined mounting segment 48 longitudinal location (Figure 4).